City Summary

Selection Criteria: 1/1/2004 thru 12/31/2004

NUMBER OF CRASHES

INJURY SEVERITY

| | | | | PROPERTY | TOTAL | TOTAL | TOTAL | | | | |
|----------------------------|-------|-------|--------|----------|----------|--------|---------|---|-----|----------|----|
| Mansfield | TOTAL | FATAL | INJURY | DAMAGE | VEHICLES | KILLED | INJURED | Α | В | С | 0 |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 11 | 0 | 4 | 7 | 21 | 0 | 6 | 5 | 1 | 0 | 15 |
| TOTALS | 11 | 0 | 4 | 7 | 21 | 0 - | 6 | | | | 15 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Animal | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Parked motor vehicle | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| Rear end | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sideswipe same direction | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Angle | 4 | 0 | 3 | 1 | 9 | 0 | 4 | 3 | 1 | 0 | 6 |
| Turning | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 |
| TOTALS | 11 | 0 | 4 | 7 | 21 | 0 - | | | | | 15 |
| CLASS OF CITY | | | | | | | | | | | |
| 0 TO 2,500 | 11 | 0 | 4 | 7 | 21 | 0 | 6 | 5 | 1 | 0 | 15 |
| TOTALS | 11 | 0 | 4 | 7 | 21 | | 6 | | | | 15 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 9 | 0 | 3 | 6 | 16 | 0 | 4 | 4 | 0 | 0 | 14 |
| Wet | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 1 | 1 | 0 | 0 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 0 | 4 | | 21 | | | | | | 15 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Rural | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| State Numbered Rural | 4 | 0 | 3 | 1 | 9 | 0 | 5 | 4 | 1 | 0 | 4 |
| County & Local Roads Rural | 6 | 0 | 1 | 5 | 10 | 0 | 1 | 1 | 0 | 0 | 9 |
| TOTALS | 11 | 0 | 4 | | 21 | | | | | | 15 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |
| Tuesday | 2 | 0 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 3 |
| Thursday | 2 | 0 | 1 | 1 | 5 | 0 | 2 | 1 | 1 | 0 | 2 |
| Saturday | 4 | 0 | 2 | 2 | 8 | 0 | 3 | 3 | 0 | 0 | 6 |
| TOTALS | | 0 | 4 | 7 | 21 | 0 - | 6 | 5 | 1 - | <u> </u> | 15 |

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| | | THE INDICATE OF THE INDICATE O | | | | | | | | | |
|-----------------------------------|-------|--|--------|-------------|----------|--------|---------|-----|---|---|----|
| | | | | PROPERTY | TOTAL | TOTAL | TOTAL | | | | |
| Mansfield | TOTAL | FATAL | INJURY | DAMAGE | VEHICLES | KILLED | INJURED | Α | В | С | 0 |
| TIME OF DAY | | | | | | | | | | | |
| 3 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8 AM | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 1 | 1 | 0 | 0 |
| 9 AM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 |
| 10 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Noon | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 |
| 1 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5 PM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6 PM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 |
| TOTALS | 11 | 0 | 4 | 7 | 21 | | 6 | | | | 15 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Darkness, Lighted Road | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Daylight | 8 | 0 | 4 | 4 | 15 | 0 | 6 | 5 | 1 | 0 | 9 |
| TOTALS | 11 | 0 | 4 | 7 | 21 | | 6 | 5 | | | 15 |
| ROAD DEFECTS | | | | | | | | | | | |
| No Defects | 8 | 0 | 4 | 4 | 16 | 0 | 6 | 5 | 1 | 0 | 11 |
| Worn Surface | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| Unknown | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 0 | 4 | | | | 6 | | | | 15 |
| TRAFFIC CONTROL | | · · | • | - | | · · | · | • | - | • | |
| Lane Use Marking | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| No Controls | 6 | 0 | 1 | 5 | 10 | 0 | 1 | 1 | 0 | 0 | 9 |
| Stop Sign/Flasher | 3 | 0 | 3 | 0 | 7 | 0 | 5 | 4 | 1 | 0 | 2 |
| Yield | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | | 0 | 4 | | 21 | | 6 | | | | 15 |
| ROADWAY FEATURE | | - | - | - | | - | - | _ | - | - | - |
| Intersctn of 2 Mrked Rts OR Mrked | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 2 |
| Rt and 8# OR 2 8#'s | | | | | | | | | | | |
| Intersection of Mrked Rts & Pub | 2 | 0 | 1 | 1 | 5 | 0 | 2 | 1 | 1 | 0 | 2 |
| Rd(Major Collector) | _ | _ | _ | _ | | _ | _ | _ | _ | _ | |
| Not Applicable | 8 | 0 | 2 | 6 | 14 | 0 | 3 | 3 _ | 0 | 0 | 11 |
| TOTALS | 11 | 0 | 4 | 7 | 21 | 0 | 6 | 5 | 1 | 0 | 15 |
| | | | | | | | | | | | |

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| | | | | PROPERTY | TOTAL | TOTAL | TOTAL | | | | |
|-------------------|-------|-------|--------|----------|----------|--------|---------|---|----------|----------|----|
| Mansfield | TOTAL | FATAL | INJURY | DAMAGE | VEHICLES | KILLED | INJURED | Α | В | С | 0 |
| VEHICLE DEFECTS | | | | | | | | | | | |
| No Defect | 14 | 0 | 8 | 6 | 14 | 0 | 6 | 5 | 1 | 0 | 10 |
| Unknown | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | 21 | 0 | 9 | 12 | 21 | 0 - | 6 | | <u> </u> | <u> </u> | 15 |
| VEHICLE TYPE | | | | | | | | | | | |
| Passenger | 12 | 0 | 4 | 8 | 12 | 0 | 3 | 3 | 0 | 0 | 9 |
| Pickup | 5 | 0 | 3 | 2 | 5 | 0 | 2 | 1 | 1 | 0 | 2 |
| Truck Single Unit | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Van/Mini-Van | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Unknown | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 21 | 0 | 9 | 12 | 21 | 0 - | 6 | 5 | | <u> </u> | 15 |

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NUMBER OF CRASHES INJURY SEVERITY

| | | | | | PROPERTY | TOTAL | TOTAL | TOTAL | | | | |
|----------------------|------------|-------|-------|--------|----------|----------|--------|---------|---|-----|-----|----|
| Mansfield | | TOTAL | FATAL | INJURY | DAMAGE | VEHICLES | KILLED | INJURED | A | В | С | 0 |
| DRIVER CONDITION | | | | | | | | | | | | |
| Alcohol Impaired | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Normal | | 13 | 0 | 8 | 5 | 13 | 0 | 5 | 4 | 1 | 0 | 8 |
| Other/Unknown | | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | | 18 | 0 | 8 | 10 | 18 | 0 - | 5 | 4 | | | 13 |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 17 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22-24 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 25-29 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 40-44 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 45-49 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 70-74 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| Unknown | Not Stated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | | 18 | 0 | 8 | 10 | 18 | 0 - | 5 | 4 | | | 13 |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 25-29 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 30-34 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 3 | 0 | 2 | | | 0 | 1 | | 0 - | 0 - | 2 |